

MONDAY WILL BE CHRISTMAS

Our store is now being thronged with purchasers eager to receive immediate attention. As each day will see the crowd greatly augmented, the necessity of early purchasing will be apparent to all. Morning is the best time for selecting. You can then avoid the greater throngs and receive better attention.

Dress Goods for Presents

Practical and sensible gifts make note of the following:

A Black Suit or Skirt.

Would be a fitting gift for any lady. See our display of them at black goods counter.

Pattern Suits.

Individual patterns in myrtle, navy, wine, oyster and grey, handsome for Christmas gifts.

Skirt Plaids.

Beautiful effects, \$2.25 values, only \$1.50 per yard. Plaids for little folks, 44-inch Scotch Tartans, special, 50c and \$1.00 per yard.

Fancy Garters.

A great fad with New York ladies; a handsome pair would make a very acceptable present to your wife or sweetheart.

Silk Waist Lengths.

Elegant effects in the best of black and colored silks await you at our silk counter.

Our Handkerchief Display.

Is attracting attention on account of the immense variety, worthy quality and low prices quoted. These articles you want, and now is the time you want them.

Ladies' Handkerchiefs.

Hemstitched and embroidered, or embroidered edges, at 12 1/2c to 50c each; with lace edges, 10c to \$2.50 each; plain hemstitched, 1c to 1-inch hem, pure linen, 12 1/2c to 20c each; same with hand-embroidered initials, 25c each; Dutchess Lace Handkerchiefs—style elegance, at \$1.50 to \$2.50 each.

Men's Handkerchiefs.

Plain silk, hemstitched, 50c to \$1.00 each; pure linen, hemstitched, 25c and 50c each; special prices by the box.

The A. Dunbar Co.

Headquarters for Dry Goods on the Lower Columbia

THE PORTAGE RAILWAY PLAN

(Continued from first page.)

pugning his motives in advance, I am competent to state, furthermore, that the company which Mr. Mohr represented at that time never spent a dollar in any legislative or in any primary of in any other political body, or with any individual politician agent, lobbyist or intermediary for the purpose of either forestalling legislative action, or in advancing the interests of his company. In past years, the moment Mr. Mohr made any effort to put through the enterprise, the following things happened:

The newspapers, inspired by the railroad, appeared with long editorials on the certainty of legislative action in congress for the completion of the public work, that is to say, of a canal and locks, a boat railway, or some other device for opening the Columbia river at The Dalles, and advising farmers not to assist Mr. Mohr's enterprise, if they should be asked to do so, when it was certain that they would get all they prayed for at the expense of Uncle Sam alone.

Following this, the same influences were active in the money markets of the world, showing any person who was approached on the subject of investing his money in the enterprise, first, that he would lose his money, because the United States government would become a competitor by building a canal or boat railway, which would be operated free to the people, and in the second place that they would lose their money, because the railways would run any competitor out of the country by means of a rate war, and in the third place, by means of newspaper reports and stories of private verbal circulation, Mr. Mohr and his efforts were also discouraged by the statements that he was either working secretly in behalf of the railroads or in behalf of some other corporation, for the purpose of controlling the north bank of the Columbia river in behalf of the railroads. In fact, every effort that has been directed against Mr. Mohr or the company he represented had but one object in view, and that was to create distrust, and by that means to prevent the one thing they feared, which was that Mr. Mohr's company should receive the support of the farmers and shippers, because they knew that whenever the portage railway would be built and the country liberated from the railway companies' control of the tributary country, and in fact of the entire Pacific northwest.

Everybody knows that the portage railway has not been built, that the control of transportation has not been wrested from the railway companies, and that everybody is paying the highest rates the traffic will bear. Everybody who knows the facts knows that Mr. Mohr has spent every dollar that he had in the enterprise; that he has kept it intact under heavy stress, and a little investigation will convince you that he has carried it until he has been able to obtain the capital to complete it. Incidentally, the remark is also pertinent that he carried it to a point where it can be completed, but at a sacrifice of the reward which should properly belong to him, but which he had to forego and turn over to others in order to make the investment attractive enough to his financial friends.

The only body that the project was ever presented to, in order to obtain

aid, was the Portland Chamber of Commerce, and even in that instance Mr. Mohr appeared before it by request of a committee of that body.

But an important reason also, why the consummation of this project was deferred lay in the delays of the completion of the Cascade Locks by reason of insufficient congressional appropriations. It was of course hoped each year, that the following year sufficient money would be available for their completion. What sense would there have been for the completion of the portage railway at the Dalles when there was no way to get around, or through the Cascades of the Columbia? As everybody knows, the Oregon Railway & Navigation Company controlled both banks of the Columbia river at that point. Even after the Oregon legislature appropriated sufficient money for a very insufficient little portage railway, which would have been unable to handle one-third of the enormous traffic which would have had to be carried over it, there was one important condition which would have prevented the investment of large capital in the portage railway project at the Dalles, which was, that the narrow gauge portage railway which was built over the government reserve, only had permission of the secretary of war to do so on condition that it would be removed immediately upon the demand of the government. No one could speculate whether the little narrow gauge portage railway would be called upon to move away in six months or in ten years.

Second—in regard to the second specification, the allusion to "the cloven-hoofed and sleek gentry, who derive their support from salaries or travel about on passes contributed by the railroad companies," and the advice to farmers and others not to relax their vigilance in guarding their primaries and conventions against manipulations &c., is a little obscure. It has been my observation and experience that railroad passes have not been lavishly bestowed upon those who were interested in the building of the portage railway, and that the only sleek and cloven-hoofed gentry who got any salaries or passes were those in the employ of the railroad corporations. Mr. Mohr never received any salary and in fact "blew in" all he had earned before going into a portage railroad enterprise.

But what is of particular importance to my mind is that the present company, the Central Navigation & Construction Company, has no relations with the company which Mr. Mohr has represented and largely owned in the past, except that it has brought up the claims which have been held against it and the rights of way it possessed, and that Mr. Mohr, while being general manager and representative of the new company, has no financial interest in it. He was selected as general manager on account of his intimate knowledge of the transportation situation in the country tributary to the enterprise. Furthermore, the early consummation of this project is perhaps entirely due to the fact that he was the only man who understood the subject sufficiently to give the project the confidence of capitalists.

It might also be interesting for persons who regard the portage railway as the essence of the enterprise, to be informed that the success of the operation of this transportation project lies in the invention of a system of water transportation which shall be

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adaptable to the very difficult waters of the upper Columbia and Snake rivers. The portage railway is of course a necessary element in the project. Without it, the upper river could not be navigated in conjunction with the lower river, but our new transportation system would be a failure if it could not be operated successfully even if there were no obstructions at the Dalles; that is to say, with a free government canal and locks around the Dalles.

I doubt if anyone would invest his money in a portage railway alone to serve as a sort of toll gate to collect tolls over its portage from anybody who operated steamers on the Columbia and Snake rivers. As it is, the Central Navigation & Construction Company, will, and must transfer the cargoes of other vessels than its own as cheaply as it does its own. Such a charge must be nominal and consequently insufficient, because the portage railway haul is too short. As a matter of fact, the Central Navigation & Construction Company would rather have an open river at the expense of the United States government than at its own expense, and it only undertakes the expenditure of so large a sum of money as is required for the portage railway, because there is no likelihood of anything being done by the government during the present and perhaps the next generation.

The question of the commercial success of water navigation on the Columbia and Snake rivers lies in the possibility of navigating those streams at a lower cost per ton per mile than railroads are now, or are likely to be operated at, rather than in the operation of a few miles of portage railway. On the Monongahela river, for instance, which has been navigated for nearly a century by tow-boats and barges, the owners of water transportation lines were also the owners of seven different locks between the ends of its transportation route. When they succeeded in inducing the United States government to buy their locks, dams, canals, &c., they felt much relieved to be freed from the outlay of operating these from and that time the principal prosperity of the navigation company commenced.

It will perhaps be apparent, therefore, that all the charges against Mr. Mohr's portage railway company, and now against its successors of opposing the building of either a portage railway, canal and locks, or boat railway, for fear of disaster to his own project, is arrant nonsense and rubbish. All reports to this effect can only come from one source, and that is the railroad companies, which now control the transportation of the northwest. The railroads, by means of their powerful jobbies, will oppose anything tending to the opening of the Columbia river. The railroad companies are the only ones who will be hurt by an open river and consequently will oppose private enterprise to open the Columbia river, and will more oppose a government enterprise for the same purpose.

Third—in regard to the third specification (being evidently intended humorously). I can only speak of it in the same strain. A transportation company on the Columbia river would never be started by anybody upon purely philanthropic lines any more than the average man, whether farmer or not, would honestly go into philanthropic undertakings for the purpose of making a living. Our company proposes to navigate the Columbia and Snake rivers by powerful tow-boats and barges so designed as to enable them to carry the tonnage, especially the staple tonnage of those portions of Oregon, Washington and Idaho as are tributary to the Columbia and Snake rivers, at the very cheapest possible cost to the shippers, not as a philanthropic matter, but because water transportation by reason of its slowness compared with an all-rail line, would be an utter failure, unless it could carry the tonnage far more cheaply than the railway. Being confined very largely to staple tonnage, which cannot pay high rates, its future success depends upon the enlargement of production and the increase of tonnage from the country from which it draws. The success, therefore, of our company, must be reciprocal with that of the farmer and shipper. The shippers' and farmers' prosperity will be enhanced by the operations of our company as a logical, and not as a philanthropic proposition.

The Central Navigation & Construction Company is owned by men of such wealth and standing that it would be folly to more than mention their names. They are William J. Harris, a man of great wealth and business capacity; Geo. Turner, Frank H. Graves and W. J. C. Wakefield, three of the wealthiest men and most prominent lawyers in the state, and Col. I. N. Feytun, President of the Exchange National Bank, all of Spokane, who entered into this enterprise more for the benefit which will accrue to their city, while their friends in Chicago and Europe joined them because they were satisfied that

the project would be feasible and reasonably profitable.

Nothing has been asked of the Astorians and consequently there is no occasion for the Central Navigation & Construction Company to render an account of itself as to its intentions. But as their enterprise is a quasi-public one, Astoria should be sufficiently interested to send a committee of its chamber of commerce to The Dalles to see the large scale upon which construction is now being pushed, to learn the investments for the purpose of establishing the financial responsibility and the honesty of our company's intentions, as well as of its determination to make our project a success.

Such a committee would be cheerfully received and every facility given them for their information. Then if, in the nature of things, it should hereafter appear desirable that the interests of our company and those of Astoria should be joined together, Astoria will not have to grope in the dark as to our intentions or ability and we will not have to undertake the thankless job of proving Astoria's complacency by blurring our own faces.

ONE WHO KNOWS

ANOTHER LADYSMITH

Paraphrase That Methuen's Army Will Be Surrounded.

NEW YORK, Dec. 22.—A dispatch to the Herald from London says:

There is much deep anxiety here as to the situation in South Africa, and the painful nervous strain grows more acute as the ominous silence continues in regard to General Buller and Methuen.

Below all the enthusiasm evoked by the magnificent response to the call for volunteers is a strong undercurrent of apprehension, especially as to the condition of the Kimberley relief column. It is none the less perceptible from the efforts made to smother it by suggestions in which the hope is fostered to thought, that the war office has news from General Methuen which it is concealing for strategic reasons until his supposed withdrawal to the Orange River has been successfully completed.

A well authenticated report has been received that news from General White had come through to the effect that he was fully provided with ammunition and food and able to hold out for some weeks more.

This would greatly affect the situation and render all haste on General Buller's part unnecessary. Should General Methuen be cut off by a Boer force during his old position at Gras Pan and Belmont, the British might have another Ladysmith on their hands, and even the most sanguine enthusiasts admit that with Ladysmith the situation is critical enough.

If General Methuen falls back, he will be able to wait with perfect safety for the arrival of the Sixth division when the forward movement can be resumed.

The silence maintained at the war office as to General Methuen's movements might be with the idea of keeping such a backward step secret until completed.

England at present is directing a very keen and critical eye upon Delagoa bay—more so than is generally thought.

UNEASY BUT ENDED WELL.
Boston Stock Exchange Closed With Money Easy.

BOSTON, Dec. 22.—Another day of unrest in Boston's financial circles went by without incidents of a startling nature. Not a failure had been announced when the stock exchange closed this evening and money seemed easy.

Stocks went down, but Boston brokers maintained that quotations here followed New York. Coppers did not slump away as predicted. Three-fourths of the Globe bank's stock, or \$750,000 is held by Massachusetts Savings Banks, all of which are good for the 100 per cent liabilities imposed by law upon individual stockholders.

TO MEND THE CONSTITUTION.

Rent the Historic Vessel as a Training Ship.

WASHINGTON, Dec. 22.—Secretary Long has addressed letters to Senator Hale and Representative Boutwell who look after the naval legislation in the senate and house relative to a plan

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Beautiful Egyptian Glassware, Newest Toiletries, Terra Cotta Smoke Pots, Blaque Ware.

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